

# Chapter 6

## Implementation Strategy

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This section provides an implementation and maintenance strategy proposed by these guidelines.

## Implementation

Implementation of the streetscape at Union Market will be a collaboration between the public and private sectors. In line with district policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. Other areas may be improved as part of a PUD's public benefits package. A few streetscape sections, such as Florida Avenue, may be rebuilt as part of a DDOT capital improvement project.

Given the number of private owners and existing businesses within Union Market, construction of new streetscapes will be phased over time as certain developments are on a faster timeline than others. Many of the smaller parcels are owned separately, too small to qualify for a PUD, and may be subject to historic preservation requirements. Accordingly, the probability is low that these parcels will be redeveloped as part of a larger development. For the foreseeable future, the frontages of many of the small parcels - particularly along 4th and 5th Streets- will either remain unimproved or will need to be improved by another owner.

As businesses change and new uses appear in older buildings, there will need to be a creative approach to design and permit interim uses. This is needed to accommodate functional requirements like head-in parking and loading in front of a butcher, as well as new uses, such as café seating in front of a restaurant that opens in an existing building. New pedestrian circulation patterns may also arise as developers bring new streets and open space through the existing "superblocks". This may in turn necessitate new crosswalks, signals and traffic calming within the streets to promote pedestrian safety. Flexibility to accommodate this range of uses has been built into the streetscape guidelines, but careful attention must be paid to designing transitions between finished, interim, and existing sections of streetscape.

The utility infrastructure within Union Market is equally in need of significant upgrades to accommodate anticipated growth in the market. Piecemeal implementation of utilities, requiring tearing up the Market's signature weathered concrete streets, risks losing the existing street fabric that gives the neighborhood its character. The Union Market Coalition is working with the Office of the Deputy Mayor for Economic Development (DMPED), DC Water, PEPCO, Verizon and Washington Gas on a utility master plan for

## Maintenance Strategy

As various redevelopment projects are completed and new sections of streetscapes are opened within Union Market, there will be a need to start regular maintenance. As some of the designs and details contained in these Guidelines are outside of DDOT's standards, they will need to be maintained either by private parties or by a future BID. In particular, the trench drain stormwater conveyance system recommended for the curbless sections will require a maintenance agreement by the adjacent property owners or BID as a condition of approval of the public space permit. The streetscape sections that conform to DDOT's standards will be maintained by the district.

the 45 acre district to ensure that utility upgrades are phased in a rational manner that minimizes disruption to the streetscape and that coordinates with these Design Guidelines.

These Guidelines should be used as a resource by design professionals to create detailed construction drawings. Not every field condition or unique circumstance has been or could be anticipated in the development of these Guidelines, and each individual project will require the development of working drawings which address unique needs. Once drawings have been completed for an particular project, they will need to be submitted to DDOT, the Public Space Committee and other government agencies (as required) for approval. Given the need to coordinate phasing, interim conditions and ongoing operations within Union Market, individual developers are encouraged to share their redevelopment plans with adjoining owners.

Additional neighborhood-wide design efforts may be needed in the future as uses change within the neighborhood, new residents move in and new businesses open. These could include a neighborhood way-finding and signage standards, the creation of standards for a vending development zone, etc. Such standards should also employ DeafSpace Principles.